State of Washington
Department of Transportation
Notice to Consultants
Alaskan Way Viaduct and Seawall Replacement Project
Project Management Assistant Consultant (PMAC)

The Washington State Department of Transportation (WSDOT) solicits interest from consulting firms who would like to provide Project Management and related technical services working in support of the WSDOT to deliver transportation improvements for the Alaskan Way Viaduct and Seawall Replacement (AWV) Project. Because of the size and complexity of the AWV project, WSDOT has identified the need to supplement the existing project management and design team with a Project Management Assistant Consultant (PMAC). The PMAC will function as an extension of WSDOT staff in a support capacity in coordination with the existing engineering and environmental consultant team. An effective AWV PMAC will be crucial to successful, on-time, and on-budget project delivery.

Deleted: The PMAC may also provide design engineering services as described.

One (1) Negotiated Hourly Rates Agreement will be awarded. WSDOT anticipates the initial authorization for the PMAC to be in the $8M to $10M range over the next 24 to 30 months. At WSDOT's option, the PMAC may, depending on the services activated over the duration of the agreement, include additional authorized amounts of between $40M to $100M over the anticipated life of the project through construction completion (anticipated in the 2018 – 2020 time frame).

PROJECT DESCRIPTION

The Alaskan Way Viaduct & Seawall Replacement Project, SR 99, is a critical link in the Washington Transportation System. Located along the Seattle waterfront, this important highway carries over 100,000 vehicles per day, representing more than one-quarter of the north-south trips through downtown Seattle. The existing structure is a two-level reinforced concrete viaduct constructed in the 1950's on re-claimed land created by filling part of Elliott Bay.

Because of the Viaduct's poor seismic design and construction (a similar structure collapsed in the Loma Prieta earthquake in Oakland, CA in 1989) and the poor quality of the fill, the structure is sensitive to damage and/or collapse from an earthquake and associated soil liquefaction. The structure was significantly damaged in the 2001 Nisqually earthquake such that temporary remedial measures were necessary and the structure is now monitored for movement. It was estimated that, after the Nisqually event, there would be a 1-in-20 chance of a damaging event in the following 10 years, meaning that it is urgent to replace the existing structure with one that meets current seismic requirements.

This highway corridor was originally constructed on City street right of way and is therefore a City street that is also a Highway of State Significance. The location is important and sensitive for the City of Seattle since it is an intensive transportation corridor, runs the full length of the Seattle waterfront (the site of the Washington State Ferries water access), has substantial and continuous economic and tourist activity and visually spans the gateway to the City from Puget Sound and Elliott Bay. Due to the urgent need to replace this important structure, the need for long-term mobility in this corridor, and the economic and urban design effects on the City and

waterfront, the Washington State Department of Transportation (WSDOT) (State), City of Seattle (City), and the Federal Highways Administration (FHWA) have partnered to develop and construct the replacement project.

Additional project information can be found at the WSDOT AWV Project Home Page at:

http://www.wsdot.wa.gov/Projects/Viaduct/

Current Status

A Draft Environmental Impact Statement (DEIS) was completed in March 2004 that evaluated five different build alternatives. In December of 2004, the Lead Agencies (WSDOT, City and FHWA) announced the Tunnel Plan as the Preferred Alternative with the Rebuild Plan as a contingency or backup plan in the event that sufficient funding was not available. Currently a Supplemental DEIS is being prepared to evaluate different construction approaches and other changes in project scope since the publication of the DEIS. Other on-going work (currently under contract) includes the development of preliminary construction traffic mitigation strategies, planning and design for major utility relocations, initiation of preliminary design, and development of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

PROJECT VISION

- Mission Statement
  1. Deliver the AWV Project on schedule and within budget.

- Goals of the Project
  2. Deliver a fully-funded multi-billion dollar corridor reconstruction project within a 10 to 12 year time frame.
  3. Implement a vision that creates the opportunity for long term enhancement of the Seattle waterfront while retaining the current north-south highway capacity.

- Near-term Project Objectives
  4. Develop the integrated team necessary to deliver this project according to the stated goals, including defined roles, responsibilities, and decision-making authorities necessary to deliver the initial phases of the project.
  5. Develop a comprehensive Project Management Plan.
  6. Establish a Business Management team, responsible for all associated project control procedures.
  7. Complete the FEIS and obtain a ROD.
  8. Further develop right of way acquisition and utility relocation strategies.
  9. Complete the conceptual utility relocation design required to define the future utility corridor(s), allowing the preliminary and final utility relocation design efforts to proceed.
  10. Develop tunnel systems type, size, and location (TS&L) documents necessary to define tunnel space requirements and future operations and maintenance costs.
  11. Finalize submittal format and review process expectations for corridor design approval.

12. Further development of contract packaging and delivery methodology strategies. It is anticipated that the project will be delivered by multiple phases or "sections".
13. Execute local agency Memorandum(s) of Agreement and Understanding (MOAs and MOUs) necessary to define the partnership roles, responsibilities and funding expectations.

AWV Project Implementation Plan

Implementation of this project will create significant traffic and business disruption in Downtown Seattle, particularly along the waterfront. Recent focus has been on studying the cost, schedule, and public inconvenience trade-offs involved with various construction approaches that seek to find the optimal balance between the overall length of the construction period and the degree to which traffic through the corridor can be maintained during construction. In order to balance these competing considerations and mitigate the impacts, the construction staging and traffic mitigation planning for the project will continue to require a significant effort.

The project also has significant conflict with major utilities including electricity, water, storm, sanitary, and combined sewers, natural gas, petroleum and fuel oil, steam, telephone, fiber optics, and cable television. Combined these utility relocations have the possibility of major disruptions to downtown Seattle if not staged and designed correctly. The City of Seattle is the owner of the most significant of these utilities and plays a critical role in the design effort for their relocation.

Further evaluation is necessary to justify final selection of project delivery methods and construction contract packaging. While there has been consideration towards the application of design-build delivery within sections of the project, there are also concerns that the risks inherent to the waterfront tunnel construction along with the strong local agency partnership make key sections more applicable to design-bid-build delivery.

Project Structure and Staffing

The Urban Corridors Office (UCO), under the leadership of Mr. David Dye, was created in July 2001 to provide special focus on project delivery of the multi-modal congestion relief projects for the Puget Sound Region.

Within UCO, the State has developed an organization for the Alaskan Way Viaduct (AWV) project with a management commitment to an aggressive schedule, cooperation and coordination with the City of Seattle and the FHWA, and various other agencies that have a stake in this project, including Washington State Ferries, and the Port of Seattle.

It is WSDOT and the City's intent for WSDOT, City and Consultant staff to work together in a "blended, integrated" project team environment. Consultants will report contractually to the WSDOT Project Director, working alongside City and FHWA project management and design staff.

Other key consultants include the EIS and Preliminary Design Consultant (currently under contract), the Final Design Delivery Consultants and the Construction Management Consultant. Outside of the possible application of design-build delivery methods, the current EIS and Preliminary Design Consultant will have the option to develop the final design for a section of the project, while other Final Design Delivery Consultants would be brought in to

deliver the remaining sections. The PMAC will report contractually to the WSDOT Project Director but will interface directly with other existing team members and the UCO, and various WSDOT Headquarters offices including the recently established Statewide Program Management Consultant.

The AWV Program Management PMAC will both support and supplement WSDOT and partner agency staff in managing the development and delivery of the project.

Rules Governing Firewall Issues if Design/Build is Utilized

The following contracting principles, or "firewalls", have been developed by WSDOT for all projects to prevent conflict of interest or unfair project knowledge situations: Where GEC is used, this also refers to the PMAC consultant under this procurement.

1. General Engineering Consultants (GEC) can participate in Section Preliminary Design (PD) contracts, but not Design-Build (D-B) contracts;
2. GEC sub-consultants can participate in Segment PD contracts and On-Call contracts. GEC sub-consultants may participate in D-B contracts only if their work for the GEC does not provide them project knowledge that could translate to an unfair advantage to their D-B team. For example, cost estimate work or knowledge gained would be grounds for exclusion. Specific on-call tasks or design work in other segments could be acceptable. The burden of proof will be on the GEC sub-consultant to demonstrate that participating in D-B contracts will not create any conflict of interest or unfair project knowledge situations. Further, firewall principle #3 below will apply to the GEC sub-consultants;
3. Preliminary Design Consultants (prime or sub) will not be allowed to participate in a D-B contract for any segment they've done PD work on, but may participate in D-B for other corridor segments;
4. Parent and subsidiary companies participating in GEC Joint Ventures (JV) are precluded from D-B contracts on any segment; and
5. Parent and subsidiary companies participating in PD Joint Ventures are precluded from D-B contracts on any segment they've done PD work on.

DESCRIPTION OF WORK

The expected work of the PMAC includes both management expertise and technical expertise necessary to deliver the AWV Project. The work will include project management support services inclusive of design and construction phases, technical and management staff support, independent oversight and review of preliminary design, constructability and contract methods and packaging guidance and support, and a host of reporting and accountability Program Management support functions.

It is anticipated that the PMAC will be with the AWV Project from start to finish, now through construction and close-out of contracts. The immediate work will assist WSDOT in reporting and accountability, assisting in delivering the environmental documentation, design approval, permits and utility relocation design, and assistance with project management and delivery strategies. WSDOT envisions that the PMAC will be sized at approximately 10 – 12 FTEs initially during the design and environmental phases and potentially grow to 20 – 25 FTEs during the final design and construction phases.

The Personal Services and Architect & Engineering On-Call Rosters may be used to supplement the skills and workforce of the AWV Team. These agreements will likely be contracted through

the State, though the potential also exists for on-calls to be managed under the PMAC contract. In addition, consultant services have and may continue to be procured as sub=consultants through the existing engineering and design consultant team.

Support work performed through the PMAC agreement will include:

- Project Management Plan development;
- Monthly and quarterly scope, schedule and budget reporting;
- Design review and coordination support;
- Traffic planning and management review;
- Utility relocation strategies, utility design review and utility construction management;
- Constructability review;
- Construction staging review and guidance;
- Contract packaging and delivery methods guidance;
- Configuration Management / Document Control;
- Special studies;
- QA processes;
- Change management;
- Issue tracking and resolution;
- Assistance with WSDOT Business Plans;
- Financial analysis and plan development support;
- Procurement and agreements support; and
- Possible future construction management and oversight.

The PMAC will assist the State in coordinating with many different agencies and groups, some of which include, but are not limited to, Seattle Public Utilities, Seattle City Light, Washington State Ferries, the Port of Seattle, BNSF Railway, Union Pacific Railroad, the US Coast Guard, King County Metro, and a variety of private utilities. The PMAC may assist the State in developing and acquiring memorandums of understanding and memorandums of agreements with utility, railroad, transit, local, and state agencies.

AWV Project Delivery Principles

- Strong owner role;
- Small WSDOT project staff working with a "blended, integrated" team;
- Strong partnership with City of Seattle and FHWA;
- Effective and efficient decision making;
- Leverage private industry;
    - Use PMAC to support WSDOT in an Integrated Management Team;
    - Use consultants for preliminary and final design; and
    - Select the most appropriate methods for project delivery.

Delivery Strategies

A critical function of the PMAC will be to support and assist the State in the development of delivery strategies for implementing the AWV Project. These strategies will evolve into plans that will be implemented collaboratively by the Lead Agencies, the PMAC, and the existing consultant team.

The development of strategies for the following elements is considered critical to the success of this project:

- Management and organization structure;
- Project controls;
- Project implementation;
- Performance and accountability measures;
- Management assistance for Environmental, Utilities, and Right of way (as part of the preliminary design effort; and
- Preparation of Requests for Qualifications, Invitations for Bids, and Requests for Proposals as needed.

Responsibility Matrix

An integrated project management team consisting of PMAC, State staff, and the current consultant team is expected and an associated responsibility matrix will be required. This matrix will further define the roles and responsibilities between the State, PMAC, EIS and Preliminary Design Consultant, Final Design Consultants, as well as any on-call consultants required for the implementation of the project.

The existing consultant team is under contract to provide management and technical expertise to assist the State in any and/or all phases of the delivery of the EIS and the ROD, including Preliminary Design activities and the possible addition, at the State's option, of Final Design coordination, PS&E preparation, and engineering services during construction.

A preliminary responsibility matrix is shown below. The development of the final AWV responsibility matrix will be a collaborative effort between the WSDOT and the PMAC, with input from the Environmental and Preliminary Design Consultant and will be based on the AWV delivery principles.

Preliminary AWV Consultant Responsibility Matrix

Function	Existing AWV Consultant Team	Project Management Assistant Consultant
Project Management		
• Management/Accountability	S	P
Reporting	S	P
• Issue Tracking/Resolution		
• Project Controls	S	P
o UCO Program Level Coordination	P	R
o Project Schedule Development	P	R
o Project Cost Estimate Development	S	S
• Financial Analysis and Strategy		P
• Support Functions		P
o Management and Business Plans		P
o Procurement Support		P

o Agreements Support o Safety Audits/Processes		
Engineering • Preliminary Segment Design • Final Segment Design • Utility Design	P R P	R R R
Environmental • NEPA/ SEPA Process • Permitting	P P	R R
Transportation Planning/ Maintenance of Traffic During Construction	P	R
Construction Planning • Construction Staging and Sequencing • Contract Packaging • Constructibility Review • Construction Management	P P P TBD	R R/S R/S TBD
Real Estate and ROW	P	R
Public Involvement	P	R

Deleted: TBD

Deleted: TBD

P = Primary Responsibility
R = Review Responsibility
S = Support Responsibility
TBD = To Be Determined

Work Priorities
Individual tasks will be authorized using the following priority principles:

Project Management Priorities

- Review and refine management and organizational structure consistent with effective strategies to deliver the project;
- Clarify the roles of WSDOT, the City, and FHWA to insure a strong and effective partnership;
- Review and refine project control/accountability strategies; consistent with WSDOT & Statewide Program Management Consultant recommendations;
- Review and refine project implementation strategies (master scheduling, section definitions, delivery methods, phasing, cost estimating); consistent with WSDOT & Statewide Program Management Consultant recommendations;
- Review and refine Corridor Environmental Vision and Permitting Strategy;
- Coordinate with City and private utilities; and
- Coordinate with other projects.

Corridor Preliminary Design Priorities

- Design and deliverable review;
- Review of traffic mitigation and construction traffic management strategies; and
- Define utility relocation strategies and review conceptual relocation designs.

While the above tasks are initial tasks they are an important effort to prepare to deliver the overall project. These initial tasks will develop and lay out the entire project delivery plan, structure, and organization. It is critical to overall project success to get this work underway and wisely invest the limited initial funds to lay the foundation for successful delivery when more funding becomes available.

Office Space and Co-location

It is expected that staff will work both internal and external to the existing project offices located on the 23rd and 24th floors of the Wells Fargo Building, 999 3rd Avenue, Seattle. Key staff and any staff filling roles with the integrated/blended WSDOT team would be expected to be located at the project offices.

KEY QUALIFICATIONS

The PMAC will need to demonstrate capacity and capability to perform project management, design-bid-build and design-build contracting, strategic project environmental planning, preliminary design/environmental documentation oversight, construction administration and inspection, design-build quality assurance as well as provide qualified project support/specialty services personnel to supplement State forces.

To quickly respond to project needs and schedule requirements, the PMAC must be able to readily provide staffing and resources in the following areas:

- Key Management Personnel; and
- Technical oversight staff to support an integrated WSDOT/PMAC/City/FHWA/Design Consultants team.

It is not necessary for the consultant to respond with all possible team members' expertise. It is important that the consultant respond to the following "core" areas of expertise that are critical components of the project:

- Project management in the delivery of major urban transportation projects;
- Business management and project control systems;
- QA and Configuration Management processes;
- Transportation civil and structural design review;
- Electrical and stormwater/sewer utility design review and construction management;
- Subsurface design review and construction management, including cut-and-cover tunnel construction;
- Tunnel systems design review and construction management;
- Traffic planning, analysis, and mitigation review within constrained urban environments;
- Marine design review and construction management; and
- Urban and context sensitive design review.

Key Personnel

Qualified and committed personnel are key to the successful completion of the AWV Project. The State holds the philosophy that it is the people who make the project successful; the organization can and will change. With this in mind, the State reserves the right to approve all full-time and key personnel individually for work on this contract. The PMAC shall provide a

core group with the appropriate mix of management, technical expertise, and experience. Given the current project funding, the availability of Key Personnel is critical to meeting the program delivery needs. It is anticipated that some of the key managers and personnel will initially work on the project part-time, becoming full-time as the position needs dictate, while other key managers will be available full time as soon as practicable subsequent to contract execution. The Project Manager is expected to be 100% available to the project at contract execution. The key personnel will stay with the project until either the WSDOT and PMAC mutually agree on replacement personnel, or the position is no longer needed.

The activities below are key delivery areas in which the PMAC is expected to provide support to the State. Within each of these areas, there may be multiple positions to staff. As the project develops, additional key personnel will be required. Support for each of the key personnel will need to be defined and provided as the project progresses and as budget allows. The PMAC staff will be required, at a minimum, to show experience, expertise, innovation, and "not business as usual" skills in executive leadership and technical ability in the following areas:

1. Project Management
   Experience and expertise, including alternative project delivery, to support the State Project Director in leading and managing the delivery of the project.
2. Engineering Design Review / Design
   Experience and expertise to manage the independent peer design review and in application of alternative delivery methods. Future work may include producing final design documents for a section of the project.
3. Construction Engineering Management
   Construction administration background including quality assurance for alternative projects.
4. Environmental Process Review
   Experience and expertise in the development and implementation of a corridor environmental vision as a basis to complete the NEPA/SEPA process and acquire environmental permits.
5. Traffic Engineering and Construction Traffic Management Review
   Experience and expertise on major freeway and urban arterial improvements where existing traffic must be maintained and complex construction traffic mitigation strategies are required.
6. Contracts and Agreement Management
   Experience and expertise with managing multiple agreement types, including design-build RFQs and design-bid-build contracts.
7. Real Estate Acquisition Management Review
   Experience and expertise in the development of early and project right of way acquisition strategies to keep the project on schedule.
8. Utilities Design Review
   Experience and expertise in the development of utility relocation strategies to avoid project delivery impacts.

Additional Desired Experience and Expertise to enable the PMAC to provide the necessary management, review, and oversight services include:

- "Mega project" management for all phases of a mega project's life, from initial implementation through project closeout;

- Experience in working collaboratively with other partner agencies and consultants;
- Developing, forming, and administering strategies for design-build, design-bid-build, and other contracting approaches;
- "Mega project" design-build delivery, particularly with transportation projects;
- Developing transportation design-bid-build PS&Es;
- Developing and writing transportation design-build RFQs ;
- Managing, administering, and providing oversight for design and construction contracts as an owner;
- Communicating, involving, and coordinating with many different groups;
- Organizational development (program and project management, planning, budget management, organization development, etc.);
- QA/QC and other project controls for mega projects (scheduling, cost estimating, document control, general accounting, cost accounting, budgeting, etc.);
- Understanding and application of NEPA/SEPA requirements and applicable permits;
- Public works standards, methods, and procedures;
- Initiating interagency agreements [execution by WSDOT as owner];
- Real estate acquisition processes for mega projects;
- Understanding of sensitive local and regional issues ; and
- Strong working knowledge of WSDOT standards, methods, and procedure.

CONDITIONS OF THE AGREEMENT

The State has not prepared a detailed scope of work to be performed under this contract. Individual tasks will be assigned using a negotiated hourly rates matrix.

Selection Process

Pursuant to state and federal regulations, a qualifications-based selection process will be used to evaluate and select the PMAC. A submittal review team will review and score the experience and qualifications submitted to establish a ranked list of qualified consultants. Selections may be made from the written material supplied from this package. However, the state reserves the right to perform interviews if deemed necessary to select the most qualified team. If interviews are conducted, all qualified consultants would go into the interviews unranked and selection would be made solely on the interview.

Submittal Package

The following information and criteria will be used to evaluate and rank responses:

1. Qualifications/expertise of firms on team (20 points);
2. Qualifications of proposed project manager (30 points);
3. Qualifications of proposed key managers (25 points);
4. Team's demonstrated ability to supplement agency workforce with technical support personnel (25 points); and
5. Team's demonstrated ability and capacity to supply construction management workforce (20 points.)

Criteria Definitions for AWV Project General Engineering Services

Scoring Criteria 1: Qualifications/Expertise of Firms on Team

Points – Minimum 0: Maximum 20

A) Provide a listing of all firms on your proposed team;

B) Describe how the individual firms teaming together have worked together before. Provide the name of the project(s), each firm's role on the project, and the dates the services were performed;

C) To quickly respond to project needs, schedule requirements, and funding availability, describe the team's ability to readily provide staffing and resources. Include a listing of each team member's offices and the number of employees within the state of Washington (specifically the Puget Sound area) and nationwide;

D) For each firm on your proposed team, provide the types of expertise necessary for this project that is available at each location, how long has each firm on your team provided these type(s) of expertise, and describe how these resources may quickly be made available. Provide an organization chart of your proposed team and include the respective roles that each firm will provide for the team; and

E) Demonstrate using relevant project examples how your proposed team can provide the "Key Qualifications" as described in the RFQ to successfully deliver this project.

Scoring Criteria 2: Proposed Project Manager Qualifications

Points – Minimum 0: Maximum 30

A) Demonstrate using relevant project examples how your proposed Project Manager meets the "Key Qualifications" as described in the RFQ to support the State in successfully leading and managing this project;

B) Describe, using examples, how this proposed Project Manager has lead the development and implementation of project delivery strategies, organization and methods to deliver a mega project;

C) Provide the professional licenses/accreditations for the proposed Project Manager; include the year that the license/accreditation was received;

D) Provide the proposed Project Manager's availability to the project and list three references.

Scoring Criteria 3: Proposed Key Managers Qualifications

Points – Minimum 0: Maximum 25

A) Demonstrate using project examples how your proposed Key Managers meet the "Key Qualifications" as described in the RFQ to successfully manage their responsible project and program management support roles;

B) Provide the relevant professional licenses/accreditations for the proposed Key Managers; include the year that the license/accreditation was received; also provide three references for each Key Manager;

C) Technical, project, policy, and processes expertise relevant to this project to successfully function in positions;

D) Ability to represent WSDOT; and

E) It is anticipated that some Key Managers may initially work on the project part-time, becoming full-time as position needs dictate, while others would be full time immediately following contract authorization. Describe your Proposed Key Managers' roles/responsibilities and availability to the project.

Scoring Criteria 4: Team's Demonstrated Ability to Supplement Agency Workforce with Technical Support Personnel

Points – Minimum 0: Maximum 25

A) Demonstrate using project examples how the team has sufficient experienced staff to supplement agency workforce with technical support personnel; and

B) Include technical, project, policy, and process expertise to create blended and integrated management teams and to successfully function in positions typically filled by WSDOT staff. Expertise includes knowledge and coverage of all disciplines typical to State transportation design projects and construction administration for those projects. Demonstrate the ability to manage, review, and evaluate the work of others as an owner representative, including other consultants and contractors, as well as the ability to create original work products.

Scoring Criteria 5: Team's Demonstrated Ability and Capacity to Supply a Construction Management Workforce

Points – Minimum 0: Maximum 20

A) Demonstrate using project examples your construction management workforce's experience with complex urban projects;

B) Demonstrate your team's capacity to provide construction management workforce for the utility relocation and civil transportation projects; and/or

C) Demonstrate the ability to oversee and manage construction work as an owner representative. When using project examples, please include the work/services provided on the project(s), dates of service on project(s), the approximate consultant fee for those services, approximate total cost for each project; contact name and phone number; and the name of the project manager on project(s). This information will be used for reference checks.

Interviews, if deemed necessary by WSDOT

A separate interview panel may be utilized to interview and select the successful consultant team. The State reserves the right to not conduct consultant interviews and to select the consultant solely upon the merits of the written submittals.

If interviews are conducted, the following "possible" schedule for the interview would consist of:

- Consultant Presentation - 40 min.
- Interview Panel Questions - 20 min.
- The Project Manager must lead the presentation before the interview panel. The consultant shall make available its Key Managers for questions and submittal package clarification.

Consultant Selection Timeline

- Announcement Date – November 29th, 2005
- RFQ information posted on Consultant Services Website – December 12th, 2005
- Pre-Submittal Meeting (attendance optional) – December 15th, 2005
- Consultant contact period with project staff for PMAC – December 16th,2005 through January 6th, 2006
- Submittal Package Deadline – January 12th, 2006 (4:00 PM)

- Consultants are contacted by State staff for submittal clarification question(s) – January 13th-January 18th, 2006
- If interviews are conducted, January 17th - January 18th, 2006
- Review Submittals by Project Teams and selections made – January 19th, 2006
- Notify Consultants – Week of January 22nd, 2006

Submittal Requirements

Consultants that submit Statements of Qualifications (SOQ) in response to this announcement must have the capability of providing the products and services listed in the advertisement. Sub-consultants may be used. WSDOT assumes no obligation of any kind for expenses incurred by any respondent to this solicitation. All submittals become the property of WSDOT and will not be returned. The submittal shall meet the following requirements, or it will be deemed non-responsive and will not be eligible for consideration of this project:

- Each criterion for selection must be addressed.
- Your submittal must be accompanied by the required Prime Submittal Information Packet Form and the Sub Submittal Information Packet Form. These forms must be completed in there entirety for the Prime and all sub-consultants or your submittal will be deemed non-responsive and will not be considered for this project. If you do not have access to the Internet, you may obtain a form by calling 360-705-7104. Information supplied by this packet will not count toward the total number of pages required for the submittal.
- There is a minimum twelve (12)-point font requirement for the basic text of the entire submittal. Any charts, graphs, table of organizations, etc., must be of readable size.
- The maximum number of sheets allowed per submittal will be thirty (30) sheets, submitted only on single sided, single column typed 8.5" x 11" paper. We will allow one (1) page of the 30 sheets to be submitted on paper other than 8.5" x 11" size. The page count limitation applies to ALL sheets contained in the submittal. The only exceptions to the page count are the front and back cover, and the Submittal Information Packet form.
- Federal Forms SF 254 and SF 255 are not required for this solicitation. If these forms are included in the submittal, they will count towards the maximum limitation of thirty (30) pages.
- Four (4) originals/copies of the submittals are due no later than 4:00 PM, January 12th, 2006, to the Director of Consultant Services, Washington State Department of Transportation, Consultant Services Office, 7345 Linderson Way SW, Tumwater, WA 98501-6504.
- Late submittals, or those delivered by facsimile, electronic mail, or any other format other than bound paper copies, will be deemed non-responsive and will not be considered for the project.
- Submittals that do not follow the directions will be deemed non-responsive and will not be considered for the project.

In the event, CAD graphical or design engineering electronic data is to be submitted, during agreement negotiations the State and the Consultant shall agree upon the software release to be used for the project.

The Professional capabilities of Consultants must include Professional Registration in the State of Washington and a demonstrable expertise in one or more of the disciplines necessary to

accomplish the services. In addition, the Consultant must be registered as a company licensed to perform "engineering services" in the State of Washington.

The department encourages disadvantaged, minority, and women-owned consultant firms to respond.

Questions regarding the project should be directed to John H. White, Design Engineering Manager, at 206-267-6388.

Questions regarding the solicitation and selection process should be directed to the Olympia Service Center Consultant Services Office, at 360-705-7147.

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling collect 206-389-2839. Persons with hearing impairments may call 1-800-833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.